

The China Mail.

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HONGKONG, THURSDAY, JULY 5, 1888.

日六廿月五年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON: F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GORDON, HENRY & Co., 37, Wallbrook, E. C. SAMUEL DEACON & Co., 150 & 151, Leadenhall Street. W. M. WILKS, 151, Cannon Street, E. C. PARIS AND EUROPE: ARNOLD PRINCE & Co., 30, Rue Lafayette, Paris. NEW YORK: ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally: BEAN & BLAIR, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & GORDON, Melbourne and Sydney. OCEAN: W. M. SMITH & Co., THE ANTHROPOLOGICAL CO., Colombo. SINGAPORE, STRAITS, &c.: SAYLE & Co., Square, Singapore. O. HINSHEN & Co., Manila. CHINA: MACAO, F. A. DE CRUZ, Sea-lane, Quilon & Co., Amoy, N. MOALLA, Fouchon, HEDDO & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & WALSH.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,000,000
RESERVE LIABILITY OF PRO., \$7,500,000
PHOTODUPLICATIONS.

COURT OF DIRECTORS.
Chairman: Hon. JOHN BELL IRVING.
Deputy Chairman: W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
J. S. BROWNE, Esq.
H. L. DALRYMPLE, Esq.
B. LAYTON, Esq.
Hon. A. P. McLEWEN.

CHIEF MANAGER.
HONGKONG: THOMAS JACKSON, Esq.
SHANGHAI: EVERETT CAMERON, Esq.
LONDON BANKERS: LONDON and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
ON Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
2.—Sums less than \$1, or more than \$500 at one time will not be received. No depositor may deposit more than \$5,000 in any one year.
3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposits for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
5.—Each depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the depositor must be the depositor or his duly appointed agent, and the production of his Pass-Book is necessary.
For the Hongkong & Shanghai Banking Corporation,
T. JACKSON, Chief Manager.
Hongkong, September 1, 1887. 754

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written. A few newly-erected Woodcuts are included in the pamphlet.
May be had—Price, \$1.—at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOALLA, Amoy.
Hongkong, March 3, 1888. 363

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN at the KOWLOON WHARVES will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be charged.
ISAAC HUGHES, Secretary.
Hongkong, November 7, 1887. 2143

Intimations.

NOTICE.

NOTICE is hereby given that from this date, VESSELS proceeding to JAPAN from or via Hongkong or Amoy will be subject to MEDICAL INSPECTION at NAGASAKI, KOBÉ and YOKOHAMA.
TEISKE MINAMI,
H. T. Japaneze M. & Consul.
Hongkong, July 4, 1888. 1113

Mr. H. F. Hayllar,
ARCHITECT AND CIVIL ENGINEER.
No. 9, QUEEN'S ROAD,
near Ice House Street.
Hongkong, July 2, 1888. 1603

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.

English Silver and Electro-Plated Ware.
Christie & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS.

DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATENTERS, at very moderate prices. 742

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 19th May, at Noon, and fortnightly thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONGKONG and LONDON, VIA MARSEILLES.

This improved service will abolish all Transshipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved Second-saloon accommodation and attendance.
E. L. WOODIN, Superintendent.
Hongkong, May 8, 1888. 764

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, P. R. Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Under-superintendent, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLES, Secretary.
Hongkong, August 26, 1885. 1458

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

THE Bases of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; they never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers that, that by its restorative, properties it will supply across decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties, always the itching and fever of the scalp. Mr. Moore has succeeded in being able to put this Wash up to bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.
CAMPBELL, MOORE & Co., Ltd.,
Under Hongkong Hotel.
Hongkong, May 17, 1888. 810

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for PUBLIC TRAVEL on WEDNESDAY, 30th May.

WEEK DAYS.
The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. " half hour.
2 to 8 p.m. " quarter of an hour.

SUNDAYS.

From 12 to 2 p.m. one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets may be obtained in the CARS.
GENTLEMEN are requested NOT TO SMOKE in the Middle Compartment.
Tickets for 20 trips up and 20 trips down, First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50.
Five-Cent Coupons and Reduced Tickets may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, June 14, 1888. 979

Business Notices.



LANE CRAWFORD & Co.

HAVE the pleasure to inform the Community of Hongkong and neighbouring Ports that they have made arrangements in Foochow for a SUPPLY of their MIXTURE OF THE CHOICEST NEW TEAS.

'THE CUMSHAW MIXTURE', which in the course of many years, has acquired a deservedly high reputation, as evidenced by the large demand for use here, the appreciation shown by friends at home to whom it has been sent, and the numerous orders received for it from Old Hongkong Residents in the Colonies and elsewhere.

Messrs. LANE, CRAWFORD & Co. undertake to deliver this acceptable PRESENT TO FRIENDS in the United Kingdom, FREE of any CHARGE on the home side, at
Per 10-Catty Box \$12.00.
Per 5-Catty Box \$7.50.

Orders are solicited for this Choice Tea, which will be forwarded by First Steamer, on receipt of instructions.
Hongkong, June 25, 1888. 1039

W. POWELL & Co.

EX BOKHARA AND GLENORCHY.
SILK, COTTON and LINSE THREAD HOSE.
Children's and Ladies' Vests.
PLAIN and MOORE RIBBONS.
NEW NEEDLEWORK.
UMBRELLAS and RAIN COATS.
Gentlemen's SHIRTS.
SUMMER HOSIERY.
STRAW, FELT and PITH HATS.
BOOTS and SHOES.

VICTORIA EXCHANGE, May 31, 1888. 882

J. MARINBURK,
COLLEGE CHAMBERS.

BEGS to inform the Public that he has made GREAT REDUCTIONS IN PRICES OF FURNITURE AND UPHOLSTERING IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.
Hongkong, May 22, 1888. 832

NEW GOODS.

TRAIL SILK HATS.
DRESS FELT HATS.
BLACK, BROWN, DIAB AND GREY HAT FELT HATS.
Tweed Hats and Caps in new shapes.
SHAWLS and FINE HATS.
SILK UMBRELLAS, from \$5, over 100 to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEOPARDS and CHAIN APKENS.
TRAVELLING BAGS & SCOTCH MACKS.
OVER COATS, light and heavy.
OYER COATINGS, Ulster Tweeds.

ROBT. LANG & Co.
Hongkong, February 21, 1888. 285

STAG HOTEL,
QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL is CENTRALLY SITUATED and WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPIRITS and MALT LIQUORS OF THE VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKE ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1618

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG. Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co., Price, 75 cents.

BALE PROGRAMMES FOR SALE.
IN GIVE CHARIS AND PATTERNS.
CHINA MAIL OFFICE,
2, WYNDHAM STREET.
January 20, 1888.

For Sale.

FOR SALE.
JULES MUMM & Co.'s
CHAMPAGNE.
Quarts \$20 per Case of 1 doz.
Pints \$21 " " 2 "
Dubon Freres & de Gernon & Co.'s
BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree'
WHISKY, \$74 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

TO LET.
ROOMS in 'COLLIER CHAMBERS.'
GODOWN in Ice House Lane, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, May 2, 1888. 504

TO BE LET.
FURNISHED OR UNFURNISHED.
A FOUR-ROOMED HOUSE, OR A SIX-ROOMED HOUSE, in RICHMOND TERRACE.
Both HOUSES have convenient Out-Offices and good Servants' Quarters.
The TERRACE has for some months past been one of the healthiest places of residence in the Colony.
The HOUSES are comfortable and cool in Summer.
Apply to
Mr. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, July 2, 1888. 1034

TO LET.
A Large and Commodious DWELLING HOUSE, No. 16, Rua de St. Lourenço, occupied by the late Mr. M. MURRAY.
For further Particulars, apply to
M. F. ALVARES,
Procureur des biens des Missos, Portuguezes em Macau.
Travessa do Pa. Narcizo, No. 5.
23rd June, 1888. 1032

NOTICES OF FIRMS.

MY Interest and Responsibility in the Firm of HAHN, PIRON & Co. has CEASED from this day.
E. PIRON.
Hongkong, 1st June, 1888.

I HAVE This Day taken over the BUSINESS of HAHN, PIRON & Co., and will carry on the same in future under the Style of
A. HAHN,
Dealer in Pianos & Musical Instruments.
Hongkong, 1st June, 1888. 957

NOTICE.
I HAVE This Day ESTABLISHED MYSELF in this Colony as a CIVIL ENGINEER, ARCHITECT and SURVEYOR.
A. M. DENISON,
61, Queen's Road Central.
Hongkong, July 2, 1888. 1092

NOTICE.
WE HAVE ADMITTED Mr. SILAS AARON HARDON to a PARTNER in our Firm in Hongkong and China, from 1st January, 1888.
E. D. SASSOON & Co.
Hongkong, June 20, 1888. 1080

INSURANCES.

NORTHERN ASSURANCE COMPANY.
THE Undersigned having been appointed AGENTS in conjunction with Messrs. TURNER & Co., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. HEWETT & Co.
Hongkong, June 7, 1888. 923

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co., Agents.
Hongkong, July 15, 1887. 1340

THE LONDON ASSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.
THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates.
Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 494

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

Intimations.

GOVERNMENT NOTIFICATION.
WANTED—A SECOND BOARDING OFFICER for the HANCOCK DEPARTMENT.
Salary, \$1,380 per annum and Quarters. Knowledge of Seamanship required. Applications, with Testimonials, to be sent to the Harbour Master before TUESDAY, the 10th Instant, at Noon.
FREDERICK STEWART,
Colonial Secretary.
Hongkong, 3rd July, 1888. 1101

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ATTENDED APPRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
No. 2, DUDELL STREET.

CONSULTATION FREE.
Discount to missionaries and families.
Sole Address
2, DUDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

NOTICES TO CONSIGNEES.

SHIRE LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. MOGUL, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 10th Instant, or they will not be recognized.
No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.
Hongkong, July 4, 1888. 1110

STEAMSHIP IRAOUADDY.
COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London, ex Steamship Copernic, from Antwerp, ex Steamship Copernic, and from Havre, ex Steamship Copernic, are hereby informed that their Goods—with the exception of treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing, or, unless intimation is received from the Consignee before Noon To-day (Wednesday), the 4th Instant, requesting it to be landed here, Bills of Lading will be countersigned by the Undersigned.
Goods remaining undelivered after Wednesday, the 11th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.
All Claims must be sent in to me on or before Friday, the 13th July, or they will not be recognized.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, July 4, 1888. 1105

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship Daphne, Captain Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day, the 29th Instant.
Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Wharf & Godown Co. and stored at Consignee's risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July will be subject to rent.
All broken, chafed, and damaged Goods are to be in the Godowns, where they will be examined on the 6th July, at 4 p.m.
No Fire Insurance has been effected.
SIEMSEN & Co., Agents.
Hongkong, June 29, 1888. 1077

Shipping.

STEAM TO STRAITS, COLOMBO AND BOMBAY.
Connecting at COLOMBO with the Company's Steamers for SINGAPORE, LONDON and INTERMEDIATE PORTS.
The F. & O. S. N. Co.'s Steamship Lombardy will leave for the above places on SATURDAY, 7th July, at Noon. (Passengers only will be booked to London by this Steamer.)
P. & O. S. N. Co.'s Office, Hongkong, June 30, 1888. 1084

FOR SWATOW.

The Steamship Anshan, Captain J. ELAORHUNE, will be despatched for the above Port FRIDAY, the 6th Instant, at Noon.
For Freight or Passage, apply to
HOP HING HONG, Agents.
Hongkong, July 4, 1888. 1103

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.
The Company's Steamer Tachian, Captain J. NEWTON, will be despatched for the above Ports on SATURDAY, the 7th Instant, at 2 p.m.
For Freight or Passage, apply to
YUKIN FAT HONG, Agents.
Hongkong, July 4, 1888. 1112

FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)
The Steamship Bellona, Captain C. HAZELPOOT, will be despatched for the above Ports on SATURDAY, the 7th July, at 3 p.m.
For Freight or Passage, apply to
SIEMSEN & Co., Agents.
Hongkong, June 28, 1888. 1063

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship Belong, Captain ROBERTSON, will be despatched for the above Ports on SUNDAY, the 8th Instant, at 3 a.m.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co., General Managers.
Hongkong, July 4, 1888. 1107

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.
The Steamship Glenace, Capt. MACKENZIE, will be despatched as above on or about the 6th Instant.
This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, July 2, 1888. 1008

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE. (Taking Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA, NEW ZEALAND, &c.)
The British Steamer Aghian, Captain ROY, will be despatched as above on TUESDAY, the 10th Instant, at 4 p.m.
Fare to Sydney or Melbourne, \$150.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Managers.
Hongkong, July 3, 1888. 1099

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHOW, TIENTSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship Anichee, Captain LARSEN, will be despatched as above on WEDNESDAY, the 11th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, July 3, 1888. 1104

SHIRE LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
The Steamship Carmarthen, Captain LARSEN, will be despatched for the above Ports on the 11th Instant.
This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, July 4, 1888. 1109

Sailing Vessels.

FOR SAN FRANCISCO.
The A. 1 British Barque E. J. Spence, Gunz, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, July 2, 1888. 1095

FOR SAN FRANCISCO.

The 3/4 A. 1. Amer. Barque Electra, Jones, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, July 2, 1888. 1096

Intimations.

Chinese Imperial Government Silver Loan of 1884

LOAN B.

FIRST DRAWING.

NOTICE IS HEREBY GIVEN, that, in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 30th day of June, 1888, when the Interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. WILLIAM HENRY GASKELL, Acting Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

976 Bonds, Nos. —									
2701	3047	3301	3571	3833	4093	4353	4611	4874	5209
2702	3048	3312	3572	3834	4094	4354	4612	4875	5210
2703	3049	3313	3573	3835	4095	4359	4619	4885	5219
2704	3054	3314	3580	3840	4098	4366	4623	4886	5222
2800	3057	3318	3581	3847	4102	4367	4623	4887	5225
2801	3060	3321	3582	3848	4103	4368	4626	4889	5226
2804	3061	3322	3585	3849	4106	4369	4627	4890	5234
2805	3065	3323	3587	3850	4107	4370	4635	4892	5235
2806	3066	3329	3588	3851	4113	4374	4638	4893	5241
2810	3069	3330	3596	3858	4114	4380	4640	4900	5248
2813	3073	3331	3598	3859	4119	4381	4641	4904	5255
2814	3077	3337	3599	3862	4121	4383	4642	4905	5256
2815	3080	3338	3601	3865	4122	4385	4648	4906	5257
2820	3081	3344	3604	3866	4127	4386	4651	4907	5258
2825	3085	3345	3605	3872	4131	4387	4652	4916	5268
2826	3087	3346	3610	3876	4132	4397	4656	4918	5271
2827	3089	3350	3612	3877	4133	4398	4657	4919	5273
2833	3090	3353	3613	3878	4138	4399	4658	4921	5277
2837	3091	3354	3620	3883	4140	4401	4660	4922	5284
2838	3097	3360	3621	3884	4141	4402	4666	4923	5285
2841	3098	3361	3622	3888	4148	4404	4667	4929	5289
2845	3100	3362	3626	3889	4149	4410	4672	4932	5290
2846	3105	3366	3627	3895	4150	4411	4673	4939	5290
2849	3106	3360	3629	3896	4157	4412	4674	4937	5301
2850	3111	3373	3634	3899	4159	4417	4678	4938	5305
2851	3113	3375	3636	3900	4160	4418	4684	4941	5306
2857	3114	3377	3637	3904	4161	4424	4686	4948	5316
2862	3116	3378	3643	3905	4166	4428	4687	4949	5319
2864	3121	3384	3643	3911	4167	4429	4690	4952	5321
2865	3127	3385	3644	3912	4171	4431	4690	4953	5325
2871	3128	3387	3652	3916	4172	4433	4696	4955	5333
2872	3129	3390	3653	3917	4176	4434	4702	4959	5334
2873	3130	3393	3654	3918	4180	4438	4703	4961	5337
2874	3135	3394	3659	3921	4181	4442	4704	4962	5338
2875	3137	3400	3660	3922	4182	4445	4705	4968	5349
2881	3141	3401	3664	3923	4186	4446	4706	4969	5350
2883	3142	3402	3669	3931	4189	4449	4707	4971	5353
2884	3145	3406	3666	3932	4190	4450	4716	4972	5353
2889	3146	3409	3670	3935	4193	4451	4717	4979	5364
2890	3150	3410	3677	3936	4196	4457	4718	4982	5365
2893	3153	3416	3678	3937	4200	4458	4721	4984	5366
2897	3158	3417	3680	3938	4203	4463	4724	4985	5371
2901	3159	3420	3686	3939	4207	4465	4728	4986	5380
2902	3161	3424	3687	3949	4208	4466	4731	4990	5381
2905	3163	3425	3688	3950	4210	4470	4732	4993	5385
2906	3164	3426	3689	3951	4213	4476	4733	4996	5387
2910	3169	3432	3694	3953	4214	4478	4737	5001	5396
2913	3170	3433	3695	3954	4220	4479	4738	5002	5397
2917	3171	3438	3701	3955	4221	4481	4739	5011	5401
2918	3177	3439	3702	3963	4222	4482	4740	5012	5402
2921	3181	3443	3703	3964	4227	4488	4745	5016	5403
2922	3182	3444	3707	3966	4228	4495	4747	5020	5413
2924	3185	3445	3708	3969	4230	4494	4748	5028	5417
2929	3186	3451	3713	3970	4233	4495	4753	5029	5418
2930	3192	3452	3714	3974	4235	4497	4754	5033	5429
2931	3193	3456	3717	3977	4236	4498	4758	5037	5430
2937	3194	3460	3723	3981	4243	4499	4762	5046	5433
2938	3195	3461	3725	3984	4244	4500	4764	5048	5439
2940	3201	3462	3726	3985	4245	4510	4765	5049	5446
2945	3202	3467	3729	3991	4250	4511	4769	5051	5447
2946	3208	3468	3734	3992	4253	4513	4770	5057	5449
2947	3230	3469	3735	3995	4254	4514	4774	5064	5451
2953	3210	3477	3738	3996	4257	4518	4777	5065	5461
2954	3216	3478	3741	3998	4258	4525	4783	5072	5462
2959	3217	3479	3742	4001	4261	4526	4784	5077	5465
2960	3219	3481	3745	4002	4265	4528	4785	5078	5466
2961	3224	3486	3748	4003	4267	4529	4786	5081	5470
2962	3225	3487	3749	4009	4270	4530	4788	5082	5480
2968	3226	3491	3756	4010	4273	4536	4793	5094	5481
2969	3232	3492	3757	4011	4274	4541	4799	5095	5488
2970	3233	3493	3758	4017	4280	4542	4801	5097	5492
2971	3239	3501	3763	4019	4284	4543	4822	5100	5493
2977	3240	3502	3764	4022	4285	4545	4805	5106	5494
2980	3241	3503	3768	4025	4286	4546	4809	5107	5498
2981	3242	3508	3772	4026	4289	4547	4813	5113	5501
2985	3248	3509	3773	4027	4290	4556	4814	5115	5505
2986	3249	3510	3774	4033	4301	4557	4817	5127	5513
2987	3250	3517	3778	4034	4300	4559	4818	5128	5515
2993	3256	3518	3781	4038	4301	4561	4819	5129	5524
2997	3257	3520	3782	4045	4302	4564	4825	5134	5527
2998	3261	3524	3788	4046	4305	4566	4829	5139	5529
3001	3264	3525	3789	4047	4306	4573	4832	5140	5533
3006	3265	3526	3790	4053	4312	4573	4833	5145	5537
3007	3266	3529	3798	4054	4315	4574	4834	5160	5541
3009	3272	3531	3799	4055	4318	4577	4835	5159	5545
3010	3273	3532	3800	4060	4319	4582	4841	5160	5546
3011	3274	3539	3803	4061	4321	4583	4847	5161	5557
3017	3280	3540	3804	4065	4322	4586	4848	5163	5558
3022	3281	3541	3806	4065	4327	4589	4853	5170	5561
3023	3287	3548	3810	4067	4329	4592	4854	5172	5566
3025	3288	3550	3811	4068	4332	4593	4855	5177	5569
3030	3289	3551	8612	4075	4333	4594	4857	5178	5570
3031	3291	3556	3817	4076	4337	4595	4860	5189	5577
3033	3296	3557	3818	4077	4339	4602	4864	5190	5579
3034	3297	3558	3821	4082	4344	4603	4869	5193	
3039	3302	3561	3826	4083	4350	4604	4870	5195	
3041	3304	3564	3829	4084	4351	4609	4871	5206	
3046	3305	3565	3830	4092	4352	4610	4873	5207	

Treman Ng Apau who was charged before Mr Wodehouse in the Police Court the other day with stealing \$207 from a fellow passenger on board the S. S. *Pouan* on the 2nd inst., was brought up to-day on remand. Mr Wodehouse, after hearing further evidence, did not convict the accused of the charge, but bound him over in two sureties of \$25 each to be of good behaviour for six months, in default to be committed.

We note that the P. & T. Tramway will again run special trains for Mr Wodehouse's entertainment on Saturday night—at 8.30 and 11.15. As an experienced caterer for the public, Wodehouse deserves to have, what he is certain to get, a bumper house on Saturday evening, on the occasion of his benefit. His Company, he tells us, leaves for Singapore in the *Bulawa* on Sunday morning, so that Saturday is positively their last appearance.

Lau Olu Woo, a trader, was charged in the Police Court yesterday, before Mr Wodehouse, with administering drugs to a boy aged 10 with the intention of taking him away from the Colony. Constable Alexander Niven stated that on boarding the S. S. *Agamemnon*, yesterday when the vessel was about to leave for Singapore, the prisoner was handed over to him by Dr. G. P. Jordan, Officer of Health, and witness charged him with administering drugs to a boy who is now in the Civil Hospital with intent to take him away from the Colony. The case was remanded.

WOODYEAR'S circus attracted a fairly large number of visitors to Bowington last night, and the various performances appeared to be as highly relished as ever. The popularity of the Japanese troupe shows no sign of waning, while the remarkable performance of the highly-trained horses, and Mr Stradley's clever horsemanship never fail to win cordial applause, nor is there any falling off in the appreciation of the other parts of the programme. As will be seen from an advertisement Mr Woodyear has resolved to reduce the prices of admission to some parts of the house, a change which ought to ensure crowded houses throughout the period of his stay here.

Two coolies were brought before Mr Wodehouse in the Police Court to-day on a charge of cruelty to animals. From the evidence of Constable Thomas Moffat it appeared that he had seen the two men in Queen's Road West, about three o'clock this morning, carrying a sheep to the slaughter house in a cruel manner. They had a small rope tied round the body of the sheep and slung on a bamboo pole, and by this means they were carrying the animal along. The sheep appeared to be suffering great pain; one of its legs was broken and it could not walk. The two ruffians, who said they did not know they were doing anything wrong, were let off with the mild punishment of a fine of \$2, which they promptly paid.

CHUN AYAU, a married woman, and Ng Ayun, a coolie, were brought up on remand before both magistrates in the Police Court to-day, on a charge of bringing two young women into the Colony for the purpose of prostitution. The first complainant said she had been sold at night to a man who was the brother of a man to whom she had been betrothed and was taken to Hongkong by both defendants. After being in the first defendant's house for ten days she was discovered by the Police and taken away. The second complainant told a similar story except that she had not been sold. She, like the other complainant, had not been asked nor forced to become a prostitute. First defendant had told both complainants that she intended to make them her daughters-in-law. A Chinese Constable said that in consequence of his having been told that there were two girls for sale at No. 34 Market Street, he went there in plain clothes, accompanied by a district watchman. Both defendants were there in answer to the police expressed his readiness to dispose of the two girls for the purpose of prostitution and named the price at \$350, with \$20 bargain money. Witness asked to whom the \$20 bargain money should be paid, and second defendant replied: "To me; I came down with the girls from the country along with that woman." Similar evidence was given by the district watchman. Their Worship found the charge proved and sentenced each of the defendants to twelve months' imprisonment with hard labour.

The Batavia *Nieuwblad* says that native preparations are going on here for laying a submarine cable from Java to Macassar. The arrangements are expected to be in working order by August next. The Netherlands India Government seems to be intent on furthering the commercial interests of Macassar, making it an emporium for the surrounding islands. To cut out Singapore, it was declared a free port in 1816. Since then, its importance and exports have steadily increased. The stream of traders, who annually flocked to Singapore from the eastern parts of the Archipelago, has been deflected, in a great measure to its new rival. Chinese and Arabs soon settled down as traders at Macassar. The latter grew and prospered, so that it bids fair to become a great commercial centre. Its admirable geographical position contributes to this outcome. Singapore has in the meantime advanced by leaps and bounds to a position of high commercial importance, and has become a centre of steamer traffic, with a population exceeding tens of thousands. Macassar barely numbers one quarter of the population. It will have a long race to run before it can overtake Singapore. The cable is expected by some optimists in Java, to work in the direction of enabling Macassar to gain more head at the expense of Singapore. *Singapore Free Press.*

We are informed by Messrs Russell & Co. that the Union Line steamer *Cambodia*, from Hamburg, left Singapore for this port on the 2nd inst., and may be expected to arrive on the 9th inst.

THE PERFECTED PHOTOCOPY.—The improvements in the photograph have been carried to such a degree of perfection that the instrument is practically ready for general introduction. Undoubtedly, means will be hit upon from time to time to enhance the value and efficiency of the photograph, but it stands to-day, in our opinion, far more practical and complete than was the typewriter when first brought out and placed on the market. Back of all the talk and exaggeration on the subject, for which the daily press is chiefly responsible—certainly not those who are introducing it—is a machine of admirable performance, whose utility is wide and various that it is hard to determine just which work will give it the largest field of employment. And then, too, aside from the practical use, it is the wonder—for wonder it is—that not only can the human voice be registered, but it can be duplicated in countless electrotypes. We may be wrong, but not greatly, in believing that this century will be memorable above others, because it is that which first preserved accurately speech for after-time. All posterity, in fact, is full of the yearning, one of the deepest in human nature, for the voice whose gentle greeting could be heard no more; and yet this tender sentiment will be gratified, and each elusive tone and accent now has conferred on it a perpetuity that is not an attitude of even the graven stone or brass.—*Medical World.*

Mrs Hayes, wife of Captain Hayes, who is present lecturing here on the subject of cholera, writes from Shanghai to a Ceylon contemporary as follows:—Mr Sassoon gives a race ball on Wednesday next, which is to be a very grand affair. They are going to have two hours' valuing, and then a magnificent collation, the presents for which have been brought over from Paris expressly by the Baron de Gumburg, who is arranging the figures. I am sorry my short stay prevented my going to it. The ladies in Shanghai seem to dress very badly. The dresses at the races were costly enough, but the effect was spoiled by being worn, which did not match the costume, and some of the evening dresses would have been pretty had the shoes, stockings, gloves, and fan been given due consideration in point of harmony. No many ladies buy pretty pink, orange blue, or any other colored dresses for the evening wear, and spoil the effect by clinging to black or bronze shoes, instead of always providing those in harmony with the dress. A good plan out here is to retain half a yard of the satin or silk from the new dress, and ask the shoemaker to make a pair of slippers, which he can then pass on to the ladies. I am writing this on board the *Ching King*, steaming away 10½ knots an hour to Tientsin, and my hands are blue with cold as I hold the pen. The Captain of this ship has brought his wife with him, and I cannot say I approve of Captain's wives at sea, but I like the passengers who are with them, and looking it like a lady who is a bad sailor does not quite like the idea of a Chinaman attending to her when she is in a state of prostration. I intend going to Peking, and from there to Japan, and will send you my Ceylon friends a letter about the Japs.

The *Register*, an Insurance organ, writing on the subject of Foreign Fire business, says:—The attention of British fire managers is called to some observations, which appear in another part of this issue, on Indian fire business; and also the dangers which appear to be incident to the carrying on of fire insurance in Hongkong. A letter from "One who Knows," which appears in the *China Mail*, of April 19, and which we notice in this issue, calls attention to the very curious fact that 55 per cent. of the first which take place break out on premises where the contents of the house are insured. This is a very curious fact, and, when taken in conjunction with the non-existence of native fire insurance companies, and the fact that the native merchants will not trust each other, it is assuredly very good and kind indeed of British fire offices to step into the breach. Whether the houses which are insured take the view of the subject remains to be seen. The proposition made by "One who Knows," that full insurance should be under no circumstances be carried by the British offices, will meet probably some of the difficulties in question. If the proprietor is bound to carry a first floor or fourth of his property in fire, it is by no means improbable that the lamp, instead of being upset, will be kept in a perpendicular position. The lamentations which reach us in this issue simultaneously from New Zealand, India, and China, on the subject of underwriting of houses, fire, and goods, are a good deal of profit on the fire insurance business, demand the serious attention of fire managers. Volume of business is a very good thing, but when it is secured at the expense of considerable increase in the percentage of loss, it is not quite such a good thing as it may at first sight appear to be. It is by no means unlikely that the associated fire offices might not, with some advantage, form a foreign and colonial investigation department, in which newspapers, prospectuses, pamphlets, and documents bearing on the colonial business generally, could be filed for general reference. This would pay its expenses ten times over in the first year, in our opinion, is a matter of absolute certainty. In the meantime, we, on our part, have done our duty in calling attention to the present state of affairs.

THE SANITARY BOARD.

The Sanitary Board met this afternoon. There were present: Dr Ayres (Chairman), the Surveyor General, Capt. Superintendent, Mr Deane, Mr Ede, Mr Francis, the Registrar General (Mr Stewart-Lochhart), Dr Cantlie, Hon. Wong Shing, Mr Humphreys, Dr Ho Kai, and Mr Crow, Acting Secretary.

THE HEALTH OF THE COLONY: COMMUNICATION FROM THE GOVERNOR.

The Secretary read, as part of the minutes of last meeting, the following minute from H. E. the Governor:—

"The following Minute by His Excellency the Governor, which had been previously circulated among the Members of the Board was taken as read:—

"The report of the chief Sanitary Inspector on the Ghenly Ravine was submitted. It showed that the Ravine was being well guarded, and that the dam was not polluted with the rain drainage. Mention was made in the report of certain latrines that were in a filthy state, and power was given to the Inspector to take steps in the matter. There was also mention made of rubbish

that was thrown on the hill near Stonehenge. Dr Cantlie—Are we to understand from the report that there is now no contamination of the water? Dr Ayres—There is no proof of contamination now. Dr Cantlie—But there is a possibility of its having been defiled. Mr Francis—And accidentally it comes out that there is a nuisance at Stonehenge from the rubbish thrown on the hillside. Dr Cantlie—But it does not follow that it goes into the collecting area. It is a very important fact to let it be known that the Ghenly Ravine is not now contaminated, for people have been going to those places. The only danger was from coolies who committed nuisances, and that has been cured. He thought the report about the throwing down of rubbish should be withheld, as it might alarm people, and it was known that it could not affect the water. The Chairman—I think it was the report that frightened the people first about Ghenly Ravine, because you spoke about people getting typhoid fever from it. Dr Cantlie—If I did give rise to any uneasy feeling, I am anxious that it should now be quietened. A report with reference to the distribution of medicines to Chinese shops was laid on the table.

Mr Price laid on the table the bye-laws prepared by the sub-committee with reference to the maintenance of drains, dust boxes and sub-soil drains. Mr Francis said that he had been doing with reference to the bye-laws passed at the last meeting, about the depot at Yau-mah-di. The Secretary—The report is not ready yet. Mr Francis—And the report with regard to the Ravine? The Secretary—It is not ready yet. Mr Francis gave notice of motion for the appointment of a select committee to deal with the ordinary current business of the Board in the interval of the meetings. He also moved that the Board be authorised to request the Chinese authorities to take steps to see that the people would more readily resort to them for supplies than to the Police Stations. If I am rightly informed that the Chinese have a strong prejudice against liquid medicine for cholera, that appears to me to be a point on which special measures should be taken to enforce cleanliness, I am of opinion that, in order to render them as little as possible unpalatable to the people, their object should be plainly stated in a public notice.

"The opportunity might at the same time be taken for issuing some simple directions for precaution against Cholera, and for its treatment in its incipient stages. The pamphlet "Cholera, how to prevent and oppose it," which was published by the Sanitary Board in 1885, no doubt contains very valuable hints for the intelligent, but it appears to me to be too technical and too long, and the directions are in some respects inapplicable to the case of the poor, besides requiring supplement to provide for the peculiar local conditions. I request the earnest attention of the Board to these points; and I have full confidence that the Board will, both collectively and individually, use their utmost exertions to devise and carry out all practicable measures for combating the epidemic." Government House, Hongkong, 26th June, 1888.

Mr Francis asked if any answer to His Excellency's minute had been sent or any acknowledgment made.

The Secretary said no answer had been sent as yet.

The Chairman explained that no answer could be sent as the inquiries on the subject which a sub-committee, consisting of the Chairman, the Surveyor General, the Registrar General and Dr Ho Kai had been appointed to make were not yet concluded.

THE STANDING ORDERS.—The Surveyor General laid on the table the proposed draft Standing Orders and Rules prepared by the select committee appointed by the Board.

On the motion of Captain Deane it was agreed to take the rules in their order and consider them one by one.

With regard to the rule that the meetings of the Board should be open to the public unless a motion to the contrary be made and carried by a majority of the members, Mr Francis moved that the majority for the exclusion of the public should be two-thirds. He would take the sense of the Board on the question. It seemed to him that the public should not be excluded from the meetings, either when the Board was sitting in committee or as a Board, unless there was a very considerable majority of the Board. He had not ascertained the views of his colleagues and he did not know of any of them would second it.

Mr Humphreys—How will you make two-thirds of five?

Francis—It must be more than a simple majority.

Mr Deane—I have an objection to this. Strangers can be excluded from the House of Commons on the motion of one member. Here we go further and in a party of ten it is rather refining matters to require a majority of two-thirds. With 10 members six must be for it otherwise there is a tie.

Mr Francis—There is the Chairman's casting vote.

Captain Deane—He may be on either side.

Mr Ede—I propose that the rule remain as it is.

Dr Ho Kai seconded Mr Francis' motion.

A division was taken, when there voted for the amendment—Mr Francis and Dr Ho Kai, 2; Against, Mr Humphreys, Mr Ede, Captain Deane, Mr Price, Mr Stewart-Lochhart, Mr Wong Shing, 7. The amendment was therefore lost.

Mr Humphreys took exception to the wording of Section 23 which deals with the procedure to be followed in discussing the bye-laws. The latter part of the section, he said, required the members to make out what it really meant (laughter). He could not arrive at its meaning until he had read it. He afterwards submitted a motion for the deletion of the latter portion of the section, which was not seconded.

Next he submitted a new wording of the section, which he said had the merit of being understandable, a merit the section as it stood did not possess. No second was found for this amendment either.

Mr Francis remarked that the section in question was taken from the Standing Orders of the Legislative Council, into which it had been inserted in reason of the temporary Standing Orders of the British House of Parliament.

The section was agreed to as it stood. An alteration was made on section 26 for the purpose of enabling a member who dissents from any resolution of a majority of the Board to send in reasons of dissent to the Secretary subsequently to be recorded in the minutes before confirmation.

Mr Price moved the adoption of the Standing Orders. Captain Deane seconded and the motion was agreed to.

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Mr Francis asked if any answer to His Excellency's minute had been sent or any acknowledgment made.

The Secretary said no answer had been sent as yet.

The Chairman explained that no answer could be sent as the inquiries on the subject which a sub-committee, consisting of the Chairman, the Surveyor General, the Registrar General and Dr Ho Kai had been appointed to make were not yet concluded.

THE STANDING ORDERS.—The Surveyor General laid on the table the proposed draft Standing Orders and Rules prepared by the select committee appointed by the Board.

On the motion of Captain Deane it was agreed to take the rules in their order and consider them one by one.

With regard to the rule that the meetings of the Board should be open to the public unless a motion to the contrary be made and carried by a majority of the members, Mr Francis moved that the majority for the exclusion of the public should be two-thirds. He would take the sense of the Board on the question. It seemed to him that the public should not be excluded from the meetings, either when the Board was sitting in committee or as a Board, unless there was a very considerable majority of the Board. He had not ascertained the views of his colleagues and he did not know of any of them would second it.

Mr Humphreys—How will you make two-thirds of five?

Francis—It must be more than a simple majority.

Mr Deane—I have an objection to this. Strangers can be excluded from the House of Commons on the motion of one member. Here we go further and in a party of ten it is rather refining matters to require a majority of two-thirds. With 10 members six must be for it otherwise there is a tie.

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Captain Deane—He may be on either side.

Mr Ede—I propose that the rule remain as it is.

Dr Ho Kai seconded Mr Francis' motion.

A division was taken, when there voted for the amendment—Mr Francis and Dr Ho Kai, 2; Against, Mr Humphreys, Mr Ede, Captain Deane, Mr Price, Mr Stewart-Lochhart, Mr Wong Shing, 7. The amendment was therefore lost.

Mr Humphreys took exception to the wording of Section 23 which deals with the procedure to be followed in discussing the bye-laws. The latter part of the section, he said, required the members to make out what it really meant (laughter). He could not arrive at its meaning until he had read it. He afterwards submitted a motion for the deletion of the latter portion of the section, which was not seconded.

Next he submitted a new wording of the section, which he said had the merit of being understandable, a merit the section as it stood did not possess. No second was found for this amendment either.

Mr Francis remarked that the section in question was taken from the Standing Orders of the Legislative Council, into which it had been inserted in reason of the temporary Standing Orders of the British House of Parliament.

The section was agreed to as it stood. An alteration was made on section 26 for the purpose of enabling a member who dissents from any resolution of a majority of the Board to send in reasons of dissent to the Secretary subsequently to be recorded in the minutes before confirmation.

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NAVAL AND MILITARY ITEMS.

Commodore Markham, who has been appointed by Her Majesty for appointment as Naval Aide-de-camp, arrived in Hongkong on the 2nd inst. He is the son of the late Commodore Markham, who was killed at the capture of the Taku forts, 1860, and at the capture of the Taku forts, 1860, and at the capture of the Taku forts, 1860.

The French Government has resolved to reduce the monthly payment to Indo-China by transport, or chartered vessels, to one voyage every forty days. This will be three voyages every year.

The revised establishments of the British Army for the current year, which have been issued from the War Office, show that the total number of officers and men allowed is 211,207, of whom 7,465 are officers, 689 warrant officers, 13,083 sergeants, 3,518 drummers, 1,000, and 186,462 rank and file. Last year the establishments were fixed at 210,407 of all ranks, so that there is an increase of 800 made up of 40 more officers, 10 more warrant officers, 110 more sergeants, 9 more drummers, and 8 more men.

The allowances for the various branches of the forces are—1,302 Household Cavalry, 17,792 Cavalry of the Line, 36,728 Artillery, 7,005 Engineers, 5,896 Foot Cavalry, 134,382 Infantry of the Line, 4,339 colonial corps, and 6,113 departmental corps. For the home establishment 107,355 officers and men are reckoned, for the colonies and Egypt 31,360, and for India 72,443, the last two items being of course subject to various contingencies. The number of horses allowed does not show any great advance, being fixed at 25,684, or only 50 more than last year, and the disproportion between total of men and horses in the mounted corps is still very great, the cavalry being allotted 12,407 horses to mount 18,277 non-commissioned officers and men. The total number of Auxiliary troops allowed to be maintained at home is 413,683, of whom 137,598 may be Militia, 3,996 Channel Islands Militia, 14,235 Yeomanry Cavalry, and 267,834 Volunteers. As a whole these figures show a slight increase in the establishment of combined Regulars, Militia, Yeomanry, and Volunteers there is authority to have on the rolls 624,890 officers and men; and the number for home defence, including the establishment of Regulars and the Auxiliary troops, is 621,078.

A parliamentary paper just published contains the report of Captain J. L. Wharton, F.R.S., hydrographer to the Admiralty, on the work done in the examination and charting of the seas and coasts in various parts of the world during the year 1887. There are eight charts of Her Majesty's ships, in Queen's Harbour, and two hired steam vessels engaged in the work, with 83 officers (51 of them being surveying officers) and 731 men on board. Surveying has been done off Helioland, in the Mediterranean and the Red Sea, in the River St. Lawrence, in the Gulf of St. Lucia, off the coast of China, in the Indian Ocean and the Coral Sea, near the Louisiade Archipelago and Tasmania, and off Queensland. The number of charts printed for the requirements of the Royal Navy for Government departments, and to meet the demands of the general public, during 1887 amounted to 13,817. Fourteen volumes of sailing directions and other hydrographical works were also published during the year, and several others are in progress at the close of the year.

Instructions were received at Sheerness on the 28th for preparations to be made for building a fast war cruiser of a new type, designed for the Royal Navy by Mr. W. H. White, Director of Naval Construction. The proposed vessel is to be named the *Barracuda*, and will be built of steel, with a length of 233 ft. and a breadth of 35 ft. She will carry a displacement of 1,600 tons, and is to be fitted with engines of the new triple expansion type, estimated to develop 3,000-horse power under forced draught, with a speed of 16½ knots per hour. Her armament is to be of a powerful character, consisting of six 36-pounder guns, four 18-pounder torpedo tubes. She is also to be mounted with Nordenfled machine guns. The *Barracuda* is to be built upon the hull from which the *Daphne* was launched. Six cruisers of the *Barracuda* type are to be built for the Royal Navy during the present financial year.

Her Majesty's ship *Daphne*, which we have previously noticed, was successfully launched from the building slips at Sheerness Dockyard on the 23rd ult., in the presence of an immense crowd of spectators.

AN IMPORTANT DISCOVERY is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

CHINA COAST METEOROLOGICAL REGISTER.

JULY 4.—AT 4 P.M.

Station.	Unattended and 5 ft. bar.	Unattended and 5 ft. bar.	Wind.	Weather.	Remarks.
W. Post.	29.82	52	SE 3	o	
Tokio	29.69	52	SE 4	o	
Nagasaki	29.61	52	SE 4	o	
Shanghai	29.74	70	SE 7	o	2.83
Amoy	29.74	67	SE 7	o	
Hongkong	29.70	65	SE 7	o	
Haiphong	29.80	90	SE 7	o	
Batavia	29.81	69	SE 3	b	
Manila	29.73	67	WSW 3	b	

July 5.—AT 10 A.M.

Station.	Unattended and 5 ft. bar.	Unattended and 5 ft. bar.	Wind.	Weather.	Remarks.
W. Post.	29.91	53	SE 3	o	
Tokio	29.80	53	SE 3	o	
Nagasaki	29.72	53	SE 3	o	
Shanghai	29.72	70	SE 3	o	
Amoy	29.81	64	SE 3	o	
Hongkong	29.70	65	SE 3	o	0.21
Haiphong	29.87	69	SE 3	o	
Batavia	29.87	69	SE 3	o	
Manila	29.73	67	WSW 3	b	

The barometer has risen. A storm raged yesterday near southern Cochin. Cloudy, warm and rather dry weather prevails. Telegraphic communication continues interrupted.

W. DORRICK, Government Astronomer.

Hongkong Observatory, July 5.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.

2. THERMOMETER, in the shade in degrees, Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort's Scale.

6. STATE OF WEATHER, in blue sky, o do, hazy, light clouds, drizzling rain, fog, gloomy, hazy, lightning, overcast, p. passing showers, equally, r. rain, s. snow, t. thunder, v. visibility less than 1 mile.

7. RAIN, in inches, tenths and hundredths.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *ARABIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th July, at 3 p.m. Consignation being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Passes granted as follows:—To San Francisco, \$320.00. To San Francisco and return, \$350.00. To Liverpool, \$320.00. To London, \$320.00.

C. D. HARMAN, Agent.

Hongkong, June 21, 1888. 1021

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ARYSSINIA*, 3,651 Tons Register, LEE, Commander, will be despatched for VAN COUVER, B.C., and SAN FRANCISCO, CALIF., on TUESDAY, the 10th July, at 3 p.m. To be followed by the S.S. *PARVATIA*, on the 23rd August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan ports, and at Vancouver with Pacific Coast ports by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

To Vancouver & Victoria, Mex. \$160.00. To San Francisco, \$175.00.

To Liverpool, \$300.00. To London, \$300.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 9th July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, June 26, 1888. 1054

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY* OF SYDNEY will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th instant, at 3 p.m. Taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Passes granted as follows:—To San Francisco, \$320.00. To San Francisco and return, \$350.00. To Liverpool, \$320.00. To London, \$320.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the day previous to sailing.

To be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, July 3, 1888. 1103

C. D. HARMAN, Agent.

Hongkong, July 3, 1888. 1103

Intimations.

BACK VOLUMES OF THE 'CHINA REVIEW' may be had by applying at THIS OFFICE.

SAILOR'S HOME.

ANY Out-of-Clothing, Books, or PARCELS will be thankfully received at the Sailor's Home, West Point, Hongkong, July 25, 1887.

NOW ON SALE.

INDEX TO THE 'CHINA REVIEW' from VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CHAMBERS & CO., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

'CHINA REVIEW' published once in Two Months.

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CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, Wyndham Street (behind the Club).

SHARE LIST.—QUOTATIONS. JULY 5, 1888.

Stocks. Nos. of Shares. Value. Paid-up. Position per Last Report. Reserve. Balance, forward. Last Dividend. Closing Quotations, Cash.

BANKS.

Hongkong and Shanghai Bank Corp. 50,000 \$ 125 all \$ 3,000,000 \$ 20,993.51 at working a/c 30/ for 1 year to Dec. 31/87 \$10 % prem.

INSURANCES.

North-China Insurance Co., Ltd. 5,000 £ 200 £ 100,000 £ 406,132.00 £ 23.65 for 1888 27½ ex div.

Yantai Insurance Company, Ltd. 8,000 £ 250 £ 30,000 £ 3,059.767 £ 10 for 1888 £ 10 97

Union Insurance Society, Ltd. 10,000 £ 250 £ 675,000 £ 314,012.96 £ 25 1886 888

China Traders Insurance Co., Ltd. 34,000 £ 85 £ 600,000 £ 245,240.04 £ 20 1886 873

Quanton Insurance Office Co., Ltd. 10,000 £ 250 £ 230,000 £ 429,367.96 £ 10 for 1887 874, buyers

Quanton Insurance Co., Limited. 1,000 £ 250 £ 28,711.50 £ 125,771.28 £ 10 for 1886 818

Hongkong Fire Insurance Co., Ltd. 8,000 £ 250 £ 1,031,488 £ 262,243.39 £ 6 for 1886 842

Union Fire Insurance Co., Ltd. 20,000 £ 100 £ 650,000 £ 204,003.39 £ 6 for 1886 877

Singapore Insurance Company, Ltd. 40,000 £ 100 £ 70,432.52 £ 70,432.52 £ 4 for 1886 818

The Straits Fire Insurance Co., Ltd. 30,000 £ 100 £ 200,000 £ 75,822.52 £ 4 1886 824

STEAMSHIP COMPANIES.

H.K. & M. Steamboat Co., Ltd. 40,000 \$ 20 all \$ 200,000 \$ 3,696.30 7 1/2 % half year Dec. 31/87 823

Douglas Steamship Co., Limited. 20,000 \$ 10 all \$ 127,320 \$ 1101.13 8 % 855

Indo-China S. N. Company, Limited. 18,387 £ 10 £ 10 £ 4,387.50 £ 5 % for 1886/7 10 % dis. sellers

China and Manila S. N. Co., Ltd. 3,600 \$ 50 all \$ 10,000 \$ 18.58 % 862 per share, buyers

MISCELLANEOUS.

H.K. & Whampoa Dock Co., Ltd. 12,500 £ 15 all £ 1,901.32 10 % for 1887 86 % prem.

H.K. & China Gas Co., Limited. 5,199 £ 10 all £ 1,527.31 10 % and 2 % bonus for 1887 1130 per share, buyers, fully paid up

See Shares. 1,000 £ 10 £ 7.12 678.94 8 1/2 % half year June 30/88 8170 cash

Hongkong Hotel Company, Ltd. 3,000 £ 100 all £ 13,781.03 10 % for 1 year 8191 cash

China Sugar Company, Limited. 15,000 £ 100 all £ 37,500 \$ 429.60 16 % for 1887 880 nominal

Hongkong Bakery Company, Ltd. 5,000 £ 100 all £ 6,000 \$ 514.19 10 % for 1886 895 nominal

Luzon Sugar Company, Limited. 7,000 £ 100 all £ 229,303.18 None 862 18 1/2 % sellers

Perak Sugar Cultivation Co., Ltd. 5,000 £ 50 all £ 5,000 \$ None 810 10 % prem.

Punjab Tin Mining & S'g'ing Co., Ltd. 40,000 £ 10 all £ None 874 10 % prem.

H.K. & Kw. Wharf & Godown Co., Ltd. 17,000 £ 100 all £ None 411.47 13 1/2 % for 1887 90 % prem., sales

H.K. & Kw. Wharf & Godown Co., Ltd. 3,000 £ 50 all £ None 210 % prem.

A.K. High-Level Tramways Co., Ltd. 1,250 £ 100 \$ 50 60 % prem., buyers

Société Française de Charbonnages du Tonkin. 8,000 Fcs. 500 Fcs. 500 None

LOANS.

Cainco Imperial 1884 8,588 \$ 500 all \$ 8 % yearly, 30 June 4 % prem.

" " 1884 3189 \$ 500 all \$ 8 % yearly, 30 June 4 % prem.

" " 1884 1700,000 £ 250 8 % March & Sept. 12 % prem.

* Equalization of Dividend Fund.

Depreciation and Insurance Fund.

At debit.

Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

Runs Daily as a Ferry Boat between Peddar's Wharf and Tsim-Tsu-Tai at the following hours:—The Time Table will take effect from the 1st June, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 12.00 "

12.15 P.M. 12.30 P.M.

12.45 " 1.00 "

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 2.45 "

3.30 " 4.00 "

4.15 " 4.30 "

4.50 " 5.10 "

5.25 " 5.40 "

6.00 " 6.15 "

6.45 " 7.00 "

7.15 " "

* There will be no launch on Monday and Friday on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL STEAMER FOR EUROPE. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use, will welcome the change. The *Overland China Mail*, now a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

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